

he had planned to use the girl's own money in making away with her, inasmuch as his own purse was rather depleted.

Gillette answered "No."

Asked by the district attorney if when he rented the boat at Big Moose lake and went out on the lake with Grace Brown, he understood his financial condition would not permit hiring a boat from noon until night, Gillette answered he did, but did not care about the cost.

Gillette was shown the films that he took on his trip to the mountains and elsewhere on his journey through the woods.

"Gillette, you swore the other day for your counsel that these films I hold here were never exposed, didn't you?"

"Yes."

"And then after you had sworn to that you told your counsel not to examine you any further on that point, didn't you?"

"I cannot state."

THE FILIPINO'S FUTURE.

Depends Upon Granting Him Free Trade With the United States.

Chicago, Nov. 30.—That the future of the Filipino depends on the granting of free trade in his commercial relations with the United States, was the statement made yesterday by Judge Paul W. Lintbarger, who has just returned from the Philippine islands, where he served five years as trial judge, to which position he was appointed by President McKinley. Judge Lintbarger firmly believes the Philippines have been underrated and that the resources of the country have been underestimated. He declared emphatically that there is an enormous trade prevalent in the United States that the Philippines are a drain on the taxpayers of the public instead of a self-sustaining nation.

Viewing the operations of the Japanese in the far east since the close of the Russo-Japanese war, he gave his opinion that a war between this nation and the yellow people is inevitable, because of their desire to control the commerce of the countries beyond the Pacific. Already, he says, the legend "Great Britain but Greater Japan," finds utterance on the lips of every person of the Flanery kingdom. Judge Lintbarger announced himself in favor of the establishment of a foreign trade bureau to be operated in connection with the consular service.

NEW COTTON EXCHANGE.

The Prince of Wales Opens One in Liverpool.

Liverpool, Nov. 30.—The Prince of Wales, who was accompanied by the Princess, today opened the new cotton exchange here, a handsome building which has just been completed at a cost of \$1,500,000. In his speech the prince referred to the efforts being made to develop the cultivation of British grown cotton with the object of making the British cotton industry partially independent of foreign supplies, and said he had followed the developments with great interest and hoped the movement ultimately would be successful.

NEW CIVIL SERVICE COMMISSION.

Washington, Nov. 30.—The president today announced the appointment of John L. McHenry of Louisiana to fill the vacancy on the civil service commission caused by the promotion of A. W. Cooley to be assistant attorney-general of the department of justice. McHenry was a member of the regiment of Rough Riders of which President Roosevelt was colonel during the Spanish war. McHenry is a Democrat and his appointment makes the board a Democratic one, Commissioner Black also being of that political faith.

TEN DESPERATE PRISONERS, ESCAPE.

New York, Nov. 30.—Ten of the most desperate prisoners in the city jail at Long Island City escaped from that institution and are still at large.

The first four of the prisoners to get out sawed the bars of their cells and of the window opening into the corridor of the jail at 2:30 a. m. Once in the yard they had only to climb a fence and they were free.

The absence of the men and the sawing of the bars were unnoticed when the keepers opened the cell doors and allowed the other prisoners in the corridor at 6 o'clock this morning. Six of the prisoners immediately crawled through the hole in the window.

GRADE OF VICE ADMIRAL.

Washington, Nov. 30.—The grade of vice admiral will be revived in the navy if the navy department adopts the recommendation made by Rear Admiral Converse, chief of the bureau of navigation in his annual report. He says that at least two vice admiral ships could be created from the commander of the Atlantic and Asiatic fleets who will soon have under them subordinate rear admirals and a large number of ships.

ETHEL SMITH'S CRIME.

Will be Tried for Manslaughter for Killing Elmer Smith.

Thornton, R. L., Nov. 30.—Ethel Smith, the 15-year-old girl, who shot and killed Elmer Briggs yesterday while the latter was attempting to force an entrance into her family's home where Briggs' wife and child were staying, will be tried on a charge of manslaughter Dec. 11.

OFFICIAL ENTERTAINMENTS ON BOARD NAVAL VESSELS.

Washington, Nov. 30.—Congress will be asked by the bureau of navigation of the navy department to make an appropriation for official entertainment on board naval vessels when sent to foreign shores. It will be argued that in their

KEEP WARM



The only Fresh Roasted Coffee on this Market.

Drink Good Fresh Coffee Steaming Hot.

duty of showing the flag and cultivating friendly and diplomatic relations in foreign countries, officers for the honor of their service to spend an appreciable amount of their own pay for entertainments whose expense should be borne by the government. In other countries an ample appropriation is made for such expense. In ours such provisions are seldom made, and only on extraordinary occasions.

JAPANESE TRAINING SQUADRON.
Tokyo, Nov. 30.—A training squadron consisting of the cruisers Tanikaze, Hachidai and the Matsushima under command of Rear Admiral Tomoka, late president of the naval cadets school, will start from Yokohama on Jan. 2 next on a cruise via Honolulu. The squadron is expected to arrive at San Francisco on Feb. 15. It will afterward visit Seattle and Tacoma.

FIREMEN WERE BUSY.

Pleasures of Thanksgiving Disturbed By Four Hurry up Calls.

The fire department spent a busy Thanksgiving day. Four calls were registered on the book. The first call came in at 11 o'clock a. m. from Main and First south. A street car had caught fire and one of the employees of the company thought the department was all that could save it. Chief and hose No. 1 responded to the call. At 2:20 p. m. another alarm was sent in from 47 P street. A two-story brick building belonging to J. G. Giles, had caught from an over-heated furnace. The house is valued at \$1,500, the contents at \$1,200 with \$1,300 insurance on the building and contents. The exact amount of damage done has not yet been ascertained.

At 5:30 p. m. the Day Nursery in 1 street, between First and Second, sent in alarm for the hose, of No. 4, which responded and soon put out the blaze. Five hundred dollars damage was done. Both cases are attributed to over-heated furnaces. The last call came from 144 west First south at 7:05 p. m. A four-story brick building used as a hotel, had caught from a stove. The fire spread rapidly and the firemen had to work hard to contain it. The house was valued at \$1,500, the contents at \$1,200 with \$1,300 insurance on the building and contents. The exact amount of damage done has not yet been ascertained.

TO ATTEND CONFERENCE.

President Lyman and Apostle Smith Leave for Mexico.

President Francis M. Lyman and Elder John Henry Smith of the council of the apostles leave late this afternoon on a trip to Mexico. They go for the purpose of attending the Juarez stake conference and to visit the various Mormon colonies and settlements in the state republic. Elders Lyman and Smith expect to be absent from Salt Lake for some time.

FIREMAN BADLY INJURED.

James McHugh Had His Right Foot Crushed by Engine.

(Special to the "News.")

Ogden, Nov. 30.—James McHugh of Evanston Wyo., a fireman on the Union Pacific, had his right foot badly crushed by a locomotive. He was brought in from Evanston, where the accident occurred, about noon and taken to the Ogden emergency hospital, where the disabled member was amputated a little below the knee. McHugh stepped out on the running board as the engine pulled into Evanston to get coal and water. The step was covered with ice and snow. In some manner McHugh slipped and fell across the rails but he managed to extract his left which was saved from injury.

The body of Fred W. Barnow of Ogden, who died last Sunday in Stockton, Cal., was brought to Ogden this morning. Funeral services will be held Saturday from the residence of his brother-in-law, Levi Southwell, 3021 Washington Ave., at 4 o'clock. Interment will be in the city cemetery.

TEAM ENTERTAINED.

Students Showed Logan Aggies Good Time Last Night.

The Associated Students of the university gave a large and well attended reception to the A. C. football team last night in the college assembly room. A fine time was voiced for the affair. Many down town faces were seen among the visitors.

The chaplains for the evening were Governor and Mrs. John C. Cutler, Dr. and Mrs. John T. Kingsbury, President and Mrs. W. J. Kirk, Dr. and Mrs. Joseph P. Merrill, Prof. and Mrs. Byron Cummings, Prof. and Mrs. W. S. Langston.

TALE OF A MINE TODAY'S HEARING

(Continued from page one.)

records of the mortgages given by the Utah Fuel company on properties in Utah and Colorado.

Witness stated that all the money made by the sale of coal by the Utah Fuel company had been reinvested in improved mines.

An effort on the part of the government to secure a list of all the lands bought by the Utah Fuel company from Mr. Williams proved abortive. After Allan, however, volunteered to secure the necessary lists from the east.

Witness, in answer to rigid questioning, said that he knew that certain mine lands had been sold to Forrestor and the late Maj. Bird but how much had been paid for "expenses" he did not know.

In answer to Commissioner Clark witness stated that the mortgages did not pass upon all of the financial transactions of the company. He was excused.

BYRON GROO CALLED.

Byron Groo of Salt Lake, former secretary of the state land board, was then called. He stated that during his tenure of office a big percentage of the 1,250,000 acres of land granted to the state by the federal government, all the selections made by the land board, said witness, were approved by the United States land office. In making an application for lands patented to the state, the land board was not a non-mineral. These affidavits, said witness, were the authority of the board to dispose of the properties. In some cases local land office notified the board that there were coal claims in the vicinity. Then the applications were advertised in the press according to the law and the government non-mineral affidavits were filed in the U. S. land office. Witness said he made no investigation as to the nature of the lands, the board took the non-mineral affidavits as sufficient evidence. During the last year of his office there was a change whereby the party taking up the lands was appointed an agent of the state.

PAID BY FORRESTER.

Witness stated that he had known Robert Forrester for 19 years. He knew him to be the geologist for the Utah Fuel company. Forrester frequently examined the plans in the office, but, said witness, he did not recall him taking up any lands. Two or three times Forrester paid for lands but witness could not say what, definitely.

Considerable time was consumed by counsel for the coal corporations in getting witness to detail the contest cases that followed. Witness stated that he examined the case of Robert Forrester, who was a geologist for the Utah Fuel company, and he represented the State of Utah in several of these contest cases.

SENSATIONAL TESTIMONY.

George D. Holladay, tall in stature and a typical westerner, was then called and those who were prepared for the sensational story settled down in their seats. Mr. Holladay stated that he originally owned up Sunnyvale mine in Carbon county on unimproved land. He made locations and proceeded to develop the property in January, 1897. Shortly afterwards Robert Forrester and a number of men came to him and told him that he would have to sell out to the Pleasant Valley Coal company, or his claim would be jumped and he would be driven out of the country.

Witness said that he went to Salt Lake and met with Will G. Sharp, then superintendent of the Pleasant Valley Coal company, and seven other officials of the coal company. They arranged for the coal company to buy the mine in the Pleasant Valley Coal company's office in the Dooly block.

CHEAP OFFER, MADE.

"I asked Mr. Sharp," he said, "whether he had sent Forrester down with such a message, and he denied it. Later it was admitted that he had given the alternative of a few hundred dollars or be driven off the place. I told those present that I must be left alone and that there was plenty of coal lands around for everybody to locate. I told them," said the witness, "that God never made a man who could take from me what I had honestly come by."

Witness then went on to state that he told those present that they would not take a pin from his coat if he had come by that pin honestly.

On the threat to drive him from his mine, witness said he told those present that he would not interfere with anybody sent down but would hold them responsible and would come to Salt Lake and settle with the officials and if they valued their scalps they would leave him alone.

Witness said that W. G. Sharp shook hands with him at parting and told him that he would not be molested.

PROPERTY WAS JUMPED.

Then witness related how he went ahead and developed the property after the Holladay company had been organized. Then he left for Alaska and was reached at Portland, Or., by wire informing him that the property had been jumped. He returned at once to Salt Lake and upon the advice of the other stockholders, he went down to Sunnyvale unarmed and on a peaceful mission.

MEETING WAS TROPICAL.

When he rode up to his property he was met on the line by Robert Kirker, who, he alleged, had been employed by the P. V. company to jump his mine. He introduced himself and received the following polite welcome:

"Yes I know you, you G—d— and if you don't get off this property I will kill you in a minute."

I told him I came on a peaceful mission," said witness, "and he said—"

Here witness delivered himself of a string of oaths which he said Kirker replied with and again threatened to kill him. Kirker then left for the cabin for a gun while witness and his father rode up to the mine. Then Kirker, W. A. Tidwell, H. Tidwell, J. F. Tidwell and three others, all armed with shot guns and rifles came on the scene and again threatened to kill him.

HIS PROPERTY REMOVED.

Witness said he paid no attention but went on up to the ground where he found a barricade with a notice posted on it warning trespassers off. This he tore down and found that the property in the form of tools, etc., belonging to his company had been removed.

On his way back he passed by the cabin. After he had proceeded 75 yards Kirker came out with the rest of the men and fired at him.

"I tried to get father's rifle," said witness, "and while so doing the men ran into the cabin, as I had testified to before when the trial came up, like a lot of rats in a hole."

Mr. Holladay said that from that day until the mine was turned over to the Pleasant Valley Coal company, during the litigation and ultimate purchase, he was not permitted to go upon this property.

At the next adjournment was taken until 2 p. m.

JAPANESE GOODS

AT AUCTION.

An immense stock of art goods from San Francisco, will be sold daily, commencing at 2 p. m. and 7 p. m., at 64 So. Main Street.

THREE MONTHS' INSPECTION TRIP

Has Just Been Completed by English Railway Official.

A STATEMENT BY A. S. POPE.

Assistant General Manager of the Great Western System in England.—Purpose of Journey.

New York, Nov. 30.—A. S. Pope, assistant general manager of the Great Western Railway of England, has just finished a three months' tour of railroad inspection in the United States and Canada in the interests of his company. He sails for England tomorrow on the liner Caronia. In an interview Mr. Pope said:

"The principal object of my visit to America was to get the Atlantic steamships to land their mails at our new port on the coast of Pennsylvania. It is 250 miles from London and the journey is made in four and a half hours. The Cunard line, with its new steamships can no longer use Queenstown as a port of call on the Atlantic route. I waited there for four hours and missed landing in New York on Friday night."

"I have seen the postmaster general here in Ottawa to discuss our scheme with them. I have been much impressed with all I have seen, but the railroad conditions in England are very different to those in this country. In America freight cars are loaded with passengers and with us it is the reverse. The safety signals in America could be very much improved and the appalling number of accidents prevented. In America the railroad is not the manner in which passengers are packed into Pullman cars at night, with us, each person has a compartment and a bed and so they are bad in the west and so they are in Canada."

"Americans are a long-suffering people," Mr. Pope continued. "Since I have been here in persons have been killed in one wreck and 50 in another. It made a stir in the papers for one or two days and then it seemed to be forgotten. Under the English system two trains are never allowed to be in the same section at the same time."

TWO MILLION DOLLARS.

Will be Expended by the Illinois Central Company.

Chicago, Nov. 30.—Two million dollars will be expended by the Illinois Central railroad in elevating the dangerous tracks in Grand Crossing. Work on the plans will be started today, and as soon as possible men will be placed to work—as many as 1,000—seems to push it toward completion within a year.

President J. T. Harahan of the Illinois Central, who arrived in the city last night from New York, where he held a meeting of the board of directors of the railroad, brought the news.

Money for the improvement was appropriated as the last act of the directors before adjournment on Wednesday.

The Lake Shore & Pennsylvania lines are also to elevate their tracks at Grand Crossing.

The Grand Crossing tracks have long been regarded as dangerous.

GOVERNMENT POSITIONS.

Many Good Places Can be Had by the Right Persons.

There will be civil service examinations in this city, Dec. 12, for the position of first-class (or chief) steam engineer, custodian service, at Louisville, Ky., and elsewhere, at \$1,400 per annum. Age limit, 18 to 55 years on the date of the examination. All honorably discharged United States soldiers and sailors of the war of the rebellion will be admitted to this examination without regard to the maximum age limit.

There will also be a civil service examination, Dec. 26, for the position of officer, at \$70 per month, in the immigration service at Ellis Island; and no educational test will be required. It is interesting to note in this connection that the government is advertising for aids, or assistant civil engineers, with geodetic course survey, in which the educational requirements are insisted on; and yet the salary is only \$60 per month. The New York Sun recently printed a very caustic editorial on this. On the same date examination for the position of elevator conductor, fireman and watchman, and fireman.

An examination will be held in this city January 9, 1907, for the position of elevator conductor, fireman and watchman, and fireman.

SENTENCE DAY IN COURT.

One Unfortunate Goes to State Prison, Another to Industrial School.

Today was arraignment and sentence day in the criminal division of the district court. Judge Armstrong sentenced one prisoner to the state prison and another to the reform school. Three other prisoners were arraigned and entered pleas of not guilty to the charges against them.

Myron Youngberg, a boy 17 years of age, charged with burglary of the first degree and was committed to the state industrial school. The boy burglarized an office over Walker Bros. bank on Nov. 13. Atty. Budge represented the young prisoner and made a strong plea for leniency. The court told the boy that he would give him an opportunity to reform by sending him to the industrial school, but that if he ever came before the court again he would receive the limit of the law.

C. W. Smith, who burglarized the Bingham hotel at Bingham on Nov. 20, pleaded guilty to burglary in the second degree and was sentenced to three years in the state prison.

J. T. Lavery, charged with the embezzlement of funds belonging to a labor union, of which he was treasurer, was arraigned and entered a plea of not guilty to the charge.

Arthur Messenger pleaded not guilty to the charge of polygamy. J. H. Bonenberger entered a similar plea to the charge of assault with a deadly weapon, alleged to have been committed upon Walter Jenkins at Bingham Junction on Sept. 15.

COURT NOTES.

Helena Eltz was granted a divorce today by Judge Armstrong from Frank Eltz on the ground of failure to support.

Emmaline H. Christensen filed suit for divorce in the district court today against James Christensen on the ground of desertion. They were married at this city on Dec. 23, 1901, and it is alleged that defendant deserted plaintiff on March 23, 1902.

Judge Armstrong today granted the petition of Erick and Nellie Erickson for the adoption of William Daniel

Karns, an orphan boy 6 years of age. The child's parents died in Colorado some time ago and he has been living with the Erickson family since the last of October. The name of the boy is changed by the decree of adoption to William Daniel Erickson.

CARRIER FOR OGDEN.

(Special to the "News.")
Washington, D. C., Nov. 30.—John M. Freshaw has been appointed regular, and Ray Bushnell, substitute rural carrier, route 3 at Ogden, Utah.

LATE LOCALS.

Bank Clearings.—Today's local bank clearing amounted to \$1,632,385.21 as against \$1,175,873.30 for the same day last year.

O. S. L. Buys Property.—William Eccles has sold to the Oregon Short Line, 4x10 rods at Third West and Third South streets, for \$12,000.

Retiring Members.—The following members of the board of governors of the Commercial club will retire on the first of the year: L. H. Farnsworth, R. P. Morris, J. W. Houston, J. C. McCall and Albee M. Wolfe. Their successors will serve three years.

"Ghost Walks" Tomorrow.—The officers of the board of education and the janitors of the city schools will receive warrants tomorrow for their salaries for the month of November. The total amount of the payrolls is \$8,284.

Articles Filed.—The Western Fuel company of this city filed its articles of incorporation with the county clerk today. Its capital stock is \$10,000, divided into shares of the par value of \$100 each. P. C. Kittle is president; George A. Smith, vice president; T. C. McIntyre, secretary and treasurer.

Mike Aaron Sentenced.—Mike Aaron who was charged with stealing a watch from his former employer was found guilty as charged, this morning, before Judge Diehl and sentenced to pay a fine of \$10. Mike was gush in the city jail out of the cold and the rain for the required number of days.

Big Office Building.—There is a report current today, that a \$1,000,000 office building is to be erected on the Kimball property recently acquired by Mr. Newhouse, in Main street opposite the Federal building. As Mr. Newhouse has the cash necessary for such an undertaking, the reported intention is considered as very probable.

New Railroad.—A brand new, 10-pound boy made his arrival at the home of George K. Smith, the popular and efficient right hand man of W. H. Bancroft, early in the week. The youngster is a little chap and has already bemoaned himself in such a way as to cause his parents to sit up and take notice of his wants. George, Jr., is the first child of the main division among several sisters, and their is accordingly much joy in the household.

Los Angeles Men Here.—Three prominent Los Angeles men, Col. C. R. Eager, C. E. Norton and J. P. Thomas, are at the Wilson. Col. Eager is a civil engineer who has been taking an active hand in the harnessing of the Colorado river, and states his belief that the river has at last been turned back into its old channel for good, and will not flow again into the Salton sink. At present the sea is 60 miles long and 30 miles wide and 60 feet deep, to evaporate which will require 10 years. The salt industry has been entirely destroyed. The three gentlemen are interested in Salt Lake real estate, and express their favorable opinion of the local situation. They return to California tomorrow night.

PERSONALS.

T. A. Cosgriff, the Cheyenne banker, is a guest at the Kenyon, on a business trip to this city. He is a brother of the Cosgriffs resident here.

Manager A. Woodruff of the wholesale dry goods department of Z. C. M. L. has returned from an extended business trip to New York and other eastern commercial centers. He reports that it is still hard to get goods.

WEATHER REPORT.

Record of the local office of the weather bureau for the 24 hours ending at 6 a. m. today:

Temperature at 6 a. m., 22; maximum, 25; minimum 19. Wind, S. by E. 11 degrees below normal.

Precipitation since the first of the month, 2.10 inches, which is .75 inch above the normal.

Excess in precipitation since Jan. 1, 5.70 inches.

Relative humidity, 97 per cent.

FORECAST TILL 6 P. M. SATURDAY.
Local forecast for Salt Lake City and vicinity:
Probably local snow tonight and Saturday.

R. J. HYATT,
Section Director.

TODAY'S TEMPERATURES.

6 a. m.	22
7 a. m.	23
8 a. m.	24
9 a. m.	25
10 a. m.	26
11 a. m.	27
12 m.	28
1 p. m.	29
2 p. m.	30

YESTERDAY'S RECORD.

Highest	31
Lowest	21

NEW YORK CLOSING STOCKS.

Friday, Nov. 30, 1906.	
Atchafalpa	104 1/2
Baltimore & Ohio	102 1/2
Canadian Pacific	102 1/2
Chicago & Northwestern	102 1/2
Colorado Southern	102 1/2
Denver & Rio Grande	102 1/2
Denver & Rio Grande pfd.	102 1/2
Erie	102 1/2
Illinois Central	102 1/2
Louisville & Nashville	102 1/2
Mexican Central	102 1/2
Missouri Pacific	102 1/2
New York Central	102 1/2
Pennsylvania	102 1/2
Reading	102 1/2
Rock Island	102 1/2
St. Paul	102 1/2
Southern Pacific	102 1/2
Southern Railway	102 1/2
Union Pacific	102 1/2
Union Pacific pfd.	102 1/2
Wabash	102 1/2
Wisconsin Central	102 1/2

MISCELLANEOUS.

Amalgamated Copper	113 1/2
American Car & Foundry	113 1/2
American Locomotive	113 1/2
American Smelting & Refining	113 1/2
Brooklyn Rapid Transit	113 1/2
Colorado Fuel & Iron	113 1/2
International Paper	113 1/2
National Biscuit	113 1/2
National Lead	113 1/2
Pacific Mail	113 1/2
People's Gas	113 1/2
Pressed Steel Car	113 1/2
Pullman Palace Car, ex-div.	113 1/2
Standard Oil	113 1/2
Sugar	113 1/2
Tennessee Coal & Iron, ex-rights	113 1/2
United States Steel	113 1/2
United States Steel pfd.	113 1/2
Western Union	113 1/2
Northern Pacific	113 1/2
Brooklyn Rapid Transit	113 1/2
Int. Met. pfd.	113 1/2
Int. Met.	113 1/2
Mackay	113 1/2

Sweet's

... Dixie ... Pickaninnies.

The holiday candy for children